ABSTRACT OF THE DISCLOSURE

A target relative rotational angle $\Delta\theta t$ which is created by a steering gear ratio change unit and which is formed by a lower steering shaft relative to an upper steering shaft is calculated on the basis of a steering angle θ, and a post-correction target relative rotational angle $\Delta\theta ta$ to be created by the steering gear ratio change unit is calculated on the basis of the target relative rotational angle $\Delta\theta t$ and a vehicle speed range that has been determined on the basis of a vehicle speed V. Thus, a target relative rotational angle in one lateral direction is so corrected as to be equal to or smaller than a difference between a permissible rotational angle to be defined by a spiral cable in the other lateral direction and a maximum possible rotational angle of the lower steering shaft in the other lateral direction. An electric motor is controlled on the basis of the post-correction target relative rotational angle $\Delta\theta ta$.